### FREIGHT TRAFFIC UP

CHICAGO FIGURES SHOW RAIL-ROADS RECOVERED FROM STRIKE.

What the Managers Think on the Subject of Government Ownership of Railways.

East-bound shipments from Chicago last week amounted to 47,255 tons, against 29,-146 for the preceding week and 49,881 for the corresponding week of last year. The roads carried tonnage as follows: Michigan Central, 5,275; Wabash, 1,478; Lake Shore, 7,020; Fort Wayne, 6,742; Panhandle, 7,416; Baltimore & Ohio, 2,973; Grand Trunk, 5,056; Nickel-plate, 5,327; Erie, 4,735; Big Four, 1,233; total, 47,-255. Shipments were made up of the following articles, in tons: Flour, 1,387; grain and mill stuffs, 14,322; provisions, lard, etc., 13,-061; dressed beef, 6,381; hides, 2,175; wool, 1,438; lumber, 4,824; miscellaneous, 985. The amount of freight handled last week is about what the roads were handling before the strike and shows that they have recovered their own and are now doing as much business as before they were crip-pled. The chief item in the freight traffic of the Western roads at present is live stock, which stock raisers are hurrying to the market as rapidly as possible. The scarcity of corn and the destruction of pas-turage in the Western States by the heat form the principal reasons why the stock raisers are rushing in their cattle. If the stock shipments maintain their present average it will be only a short time before the price takes a tumble, as packers have at present about all they care to handle, and there seems to be no sign of a let-up in the traffic. A meeting of the Eastern committee of the Central Traffic Association will be held to-day in the office of Vice Chairman Dec to-day in the office of Vice Chairman Donald, to consider divisions on passenger traffic between Chicago and Buffalo and to

Government Ownership.

States-workingmen, politicians and others -who for years have been clamoring for government ownership of railroads. Some desire the government to own and operate the roads for the sake of escaping from the alleged extortion practiced by the managers of the transportation lines in the levying of excessive freight rates, and others want to bring about the same conditions as a means of securing better dition in which he won his spurs as an remuneration for those who do the work. Just how the government is to obtain possession of the roads no one has yet made clear. Only one or the other of two plans seems practicable-the confiscation of the roads, or their seizure by the government with payment in fiat money, as recom-mended by some of the Populists, which would be only confiscation by another name. Once under government control, if the experience of other nations may be accepted as indicating what would follow here, the probability is that rates would at once be raised, both for freight and passengers. It is well known that only about 40 per cent, of the roads in the United States now pay anything to stock-holders, while of the remaining 60 per cent. very many are running deeper into debt every year. Should the government, as the sole stockholder, continue business at the old rates a heavy deficit would stare it in the face at the end of the year, to be paid by the people. As at present controlled the roads are under the most experienced and competent management. What would be the character of the management if the chief offices were to be dealt out as rewards for partisan service, as collectorships, consulships, etc., are now? It has been demonstrated that the

postal service if remitted to the control of private enterprise, would be made a money-making enterprise while abating no jot of

its efficiency. It has been further shown

that in countries where government con-

trols the railroads both passenger and

freight service cost more than in this

country. In Germany, Austria, France and

Belgium the railroad is a state institution.

The average cost of carrying a passenger in those countries is .0291 cent per mile, and in the United States .0214 cent. In

those countries the average charge for a

ton of freight per mile is .0146 cent, and in

the United States .0097 cent. The only advantage likely to accrue to any one from the government ownership of railroads would be the additional patronage to place in the hands of the statesmen with a "pull" at headquarters. As, for any reduction in rates, or any increase in wages, neither can be fairly expected, and certainly not the two together.

A dispatch from Washington says: Mr. Harris, of Kansas, a member of the House committee on Pacific railroads, has submitted the following supplemental statement to the minority report against the Reilly

For Government Control.

"I fully concur in the foregoing views of the minority except so far as the opinion is expressed that the government should in the event of foreclosure, proceed to sell or transfer the property acquired to some other corporation or company, as indicated and suggested in the Pattison report. These agents of the State for the performance of a public duty have, as a rule, proven incompetent and dishonest; incompetent in protecting the rights and interests of the public, and dishonest in using the powers intrusted to them wholly for selfish ends and for the purpose of building up vast private fortunes at the expense of the people.
"In the case of the Pacific railways the

object of the original act was stated. Why, then, again enter into such n entangling alliance and permit or risk the sacrifices of public duty and functions to private service, greed and bad faith? I believe that foreclosure of the government lien should at once follow default in payment in that a complete transcontinental line should be acquired and operated by the only competent and legitimate power-the people-through their government. Such will be the influence of this action that probably no further changes in the transportation system of the country will be necessary, but that everywhere the public duty to be performed will be recognized as paramount, and that capital honestly invested will be satisfied with a fair and reasonable compensation, honestly and justly earned."

Changes on the Great Northern. The Great Northern Railway Company has officially announced the appointments

of Charles H. Warren to be general manager, vice C. W. Case; R. I. Farrington, controller, vice C. H. Warren. It is reported that numerous other changes in the general officers will follow.

Personal, Local and General Notes. General Superintendent Van Winkle has gone to Cairo and St. Louis on business connected with his office.

The drop in the price of wheat has al-ready been reflected in the large decrease in shipments. This is what the wheathauling lines have been fearing. An official who came in yesterday from

a trip over the Peoria & Eastern, reports such aburdant rains in Illinois on Saturday as to place the corn crop out of all danger from drought. One of the superintendents of the Eastern Illinois is authority for the statement that in the late strike the company lost

115 engineers, and a like number of fire-men, brakemen and conductors, so that the business was completely demoralized, The good effects of Superintendent Van Winkle's visit to Chicago last week are already reflected in the increased facility for interchange of traffic between the Big Four and its Chicago connections. There is still serious interruption in the business

of the C. & E. I., but affairs on the Illinois Central are resuming normal conditions The Eastern Illinois has given notice by circular that no former employe who has been known as an agitator or disturber, or who has committed any act of violence or made threats will be allowed to re-enter the service. Such men as are allowed to re-enter the service do so with the under-

standing that they enter as new men, having by leaving the service forfeited all claims to promotion won by former good conduct or efficiency. Governor Pattison, of Pennsylvania, arrived at Chicago yesterday from Buffalo on the steamer Saranac. Col. R. H. Wilbur and Colonel Brodhead, of the Lehigh Valley line, who accompanied Governor Pattison

on the trip up the lakes, were taken on 'Change by E. J. Henry, the Western agent of the Lehigh Valley, and introduced to the prominent shippers and vessel men. The party 's at the Auditorium Annex, and will start on the return trip to Buffalo aboard the Saranac to-day.

The appointment of C. Tillinghast, chief clerk to Vice President Murray, as assistant general freight agent of the Big Four, at Cincinnati, to take effect to-morrow, means that a general freight agent will not be appointed at present, Mr. Murray assuming the general charge of that de-partment, while Mr. Tillinghast's duties will be similar to those imposed upon As-Freight Agent Cost, at Chicago. is one of the and energetic railcapable men of the day, but it would be well for him to bear in mind that many able railroad men before him have assumed | shore of the Victoria Nyanza was left at

too great a burden of duties, only to drop them suddenly, in order to save health, if not life itself.

Saturday afternoon the Railway Union strike committee of the Eastern Illinois went to Chicago to call on Superintendent Broughton and inform him that the strike had been called off on that road, and consequently on all roads operating over the Western Indiana tracks—the Erie, Wabash, Monon, Grand Trunk, Belt line and Santa Fe. As Mr. Broughton was not in the city the committee went to the A. R. U. headquarters to consult the leaders. They found that Debs and Howard had left the ctiy, but were persuaded by the officials still remaining to hold their decision in abeyance until Thursday, when the general convention of the union would pass upon the question of declaring the strike off.

#### AFRICAN GEOGRAPHY

IT IS BEING RAPIDLY CHANGED BY EUROPEAN EXPLORATION.

Discovery of Lakes Rudolf and Stefanie-Their Water Brackish and the Region Thinly Populated.

New York Evening Post. The extensive region lying between the Indian ocean and the valley of the Nile. including southern Abyssinia and Galla and Somali lands, has been the field for various exploring expeditions during the past few years. Among the most successful was the one of which these volumes ("Discovery of Lakes Rudolf and Stefanie," by Lieut. Ludwig von Hohnel,) contain an account. Its leader was a Hungarian nobleman, Count Teleki, whose principal motive appears to have been sport, rather than science. On the other hand, his companion and the historian of the expedition, Lieut. Von Hohnel, an Austrian naval officer, take up several small matters of a routine | proved to be an enthusiastic explorer and an excellent cartographer. He has since added to his reputation in these respects There are many people in the United by his work in connection with Mr. William Astor Chanler's attempts to traverse this region from Mount Kenia to the Gulf of Aden. This was brought to a nearly tragic end last summer, when a severe wound from a rhinoceros compelled him to return to the coast, to which Mr. Chanler, finding further progress impossible, has recently followed him.

Lieut. Von Hohnel's account of the expemerit, and also labors under certain disadvantages. It is well written and contains many excellent descriptions of caravan and native life and customs, as well as numerous hunting and other adventures. A frank truthfulness characterizes it which inspires confidence in the author's statements, while he impresses himself upon the reader as an pleasant companion and a man of kindly sympathies for the natives. At the same time the various incidents in connection with the organization and conduct of an expedition in East Africa, on which he dwells with conscientious minuteness, are now very familiar, and he has not sufficient descriptive power to lend a new charm to such a twice-told tale. The greater part of the journey was through country which has been often described, and the new territory which was explored and in which the discoveries were made proved singularly uninteresting and forbidding. So much space also is given to Count Teleki's hunting exploits that not even the frequent spice of danger that attends them can prevent their becoming monotonous and wearisome. It is difficult at time to repress a feeling of indignation at the slaughter recorded, although it may have been necessary to provide meat for the porters. From an appendix containing extracts from the Count's game book it appears that over 350 head of large game fell to his rifle alone. This includes twentyeight elephants and seventy-nine rhinoceroses, five of the former and four of the latter respectively having been shot in one day. Then the value, as well as the inter-est, of the narrative is somewhat lessened by reason of the long delay in its publica-

A STRONG EXPEDITION. It was in January, 1887, that the expedition, numbering more than 300 men, left Zanzibar, and, with the usual delays incident to the movement of so large a body, proceeded to Mount Kilimanjaro. Here several months were spent in making preparations for their journey northward from this point, and in excursions, one of which was an unsuccessful attempt to reach the summit of the snow-clad peak, Kibo. The account of the mountain of Taveta, the forest paradise at its foot in which they camped; of Masailand and its inhabitants differs in no essential respect from those of other travelers. The Masai gave the expedition no trouble, being held in check, no doubt, by its size and strength. Though Lieutenant Von Hohnel casts some doubt upon the reputed bravery of this interesting people, they inspired the coast negroes with great fear, and a solemn religious service was held by the Mohammedans among them to secure their safety before penetrating into the heart of the country. To the north of the plains roamed over by the Masai lies Kikuyuland, a strip of high lands from eight to thirty miles in breadth and about one hundred in length with an elevation of from 4,500 to 6,500 feet. It is thickly populated by a coura-geous and industrious people, some dis-tricts being "so carefully and systematically cultivated that we might have been in Europe." Attention has been frequently directed to this country of late as being the most suitable for European colonization in eastern equatorial Africa, and the English have established one station, Fort Smith, on its border on the line of the projected railway from the coast to Victoria Nyanza. But at this time the Wakikuyu were very averse to the passage strangers through their territory and had shortly before completely destroyed a trading caravan which had ventured among them, and had compelled another, under the lead of Dr. G. Fischer, to "fight every inch of the way." Notwithstanding this neither strange nor unreasonable objection of the natives to the presence in their fields and villages of a large armed force. Count Teleki chose to pass through the entire length of the land, although apparently other routes to the hunting regions in the north were open to him. The author's account of events of the six weeks spent in this country is the most exciting, though the least satisfactory, part of his work. The opposition of the natives, confined through the efforts of their chiefs, except in two instances, to threatening, tedious negotia-tions and refusals to sell food, were overcome partly by the persistence of the Count and partly by his repute as a rain-maker. This deceit he never hesitated to practice when it was for his advantage, and he more than once sold rain medicine to the natives. Three times blood was shed, the last occasion being but a few days before the frontier was reached. A native threatened with his spear one of the head men of the expedition, who, by permission of the Count, fired on him, and a general volley ensued, in which the two whites joined.

"Presently the natives began to run away, with our men, who were not to be held back, after them. Worn out with the perpetual petty worries of the preceding days, our people were determined to pay their persecutors out now, and soon no one was left behind but the Count, Jumbe Kimemeta, a few invalids and myself. We heard several shots in the distance, and then all was still. About an hour afterwards, smoke arising from the direction of the villages, showed that they had been set on fire by the victors, and parties of our men began to return, screaming, singing and dancing as they fired off their own weapons and flourished those they had taken from their enemies. Nearly all of them were also driving cattle before them, while some had taken women and children prisoners. Soon the camp was so crowded with cattle, etc., that it seemed impossible it could hold more, and our men, drunk with victory, smeared with their own blood and that of their victims, presented a horrible appearance as they danced a war dance opposite the tent of their master and laid their booty at his feet It is difficult, after reading this passage, to see wherein lies the difference, so far as the natives are concerned, between Count Teleki and an ordinary Arab slave hunter, except that Tippoo Tib raids a district for

the sake of gain; to the European nobleman a raid is a "regrettable" incident in his pursuit of sport. AN UNSUCCESSFUL ATTEMPT. An attempt was made by the Count to ascend Mount Kenia, but he was obliged to turn back while still three thousand feet from the summit, although some distance above the show line. His companion was equally unsuccessful in an attempt to trace the Guaso Nyiro to its supposed outlet in Lake Lorian, to the east of the mountain, the field of his later explorations with Mr. Astor Chanler. The caravan route between the coast and the northern

Lake Baringo, and the travelers set out in a northeasterly direction to seek the two great lakes said to exist in Samburu. It would be hard to exaggerate the difficulties or dangers encountered during this part of their adventurous journey. At times they traversed sandy plains over which the wind swept with the force of a hurricane. "We slept with our heads wrapped up in clothes, hardly able to breathe, and woke up completely buried in sand and dust." Long stretches of water-less desert had to be crossed, exhausting to the strength of their fol-lowers, and at length scarcely a day passed in which some one or more of their number were not reported dead or missing. But for the abundance of large game, elephants, rhinoceroses, buffalo, zebras, and antelopes of various kinds, which roamed over this wilderness, its passage would have been impossible. On March 6, 1888, the southern shore of the great lake was reached, "and although utterly exhausted, after the seven hours' march in the intense and parching heat, we felt our spirits rise once more as we stood upon the beach at last, and saw the beautiful water, clear as crystal, stretching away before us. The men rushed down shouting, to plunge into the lake; but soon re-turned in bitter disappointment; the water was brackish. This fresh defeat of all our expectations was like a revelation to us; and like some threatening specter rose up before our minds the full significance of the utterly barren, dreary nature of the lake district. Into what a desert we had been betrayed! A few scattered tufts of fine, stiff grass rising up in melancholy fashion near the shore, from the wide stretches of sand, were the only bits of green, the only signs of life of any kind, Here and there, some partly in the water, some on the beach, rose up isolated skeleton trees, stretching up their bare, sun-bleached branches to the pitiless sky. No living creature shared the gloomy solitude with us; and, far as our glass could reach, there was nothing to be seen but desert-desert-everywhere. To all this was added the scorching heat, and the ceaseless buffeting of the sand-laden wind, against which we were powerless to protect ourselves upon the beach, which of-fered not a scrap of shelter, while the pitching of the tents in the loose sand was quite impossible." Volcanic action was everywhere evident.

Sixteen craters were visible from the point where the party stood, from one of which, as smooth and straight as a chimney, issued clouds of smoke. In attempting to cross a lava stream they found themselves in a "perfect labyrinth of pitfalls with brittle walls of from some thirteen to sixteen feet in circumference. The upper covering of many of these holes was in many places torn asunder, revealing the inside, bristling with stalagmite-like spikes and edges as sharp as MEASURING THE LAKE.

The lake, which they named Rudolf, after the late Crown Prince of Austria, proved to be not far from two hundred miles long by some twenty-five broad. For nearly a month they struggled along the dreary eastern shore, in imminent risk of perishing for want of food and water, until the northern end was reached. Here they found a habitable and well-populated region, but they were unable to pass through it, the opposition of the natives being too formidable for the greatly weakened expedition to overcome. A week's journey over a terrible country brought them to the shore of the smaller lake, called by them Stefanie, after the Crown Princess. Little more was done, however, than to demonstrate its existence, the few povertystricken natives living near it having no food to sell to the caravan. Lieutenant Von Hohnel climbed a hill on its eastern shore, from which the northern extremity was dimly visible, and he conjectures its size to be seventy-five miles long by fifteen broad. The water is very brackish and is evidently rapidly receding. The beach was strewn with fish "which lay about in great quantities in various stages of decomposition." When the southern end of Lake Rudolf was again reached. an attempt was made to explore the western coast, which proved to be far less sterile than the eastern. But a famine raged among the inhabitants and they refused to sell either cattle or grain. At length the retreating expedition was reduced to such extremities that another raid was ordered and successfully accomplished, though whether the natives lost more than their cattle we are not informed. No special incident marked the return journey to the sea, where the explorers arrived on Oct. 24, 1888, after an abence of nearly two years. It is impossible in reading this narrative, characterized by much modesty and simplicity, not to be struck with the rare combination of the qualities that go to make a good traveler and explorer which both Count Teleki and his companion possessed. Their expedition will rank high in the annals of African travel, if not for the importance of their discoveries, for the success with which obstacles to which most men would have yielded were overcome. Of their thoughtfulness for their men there can be no question, and, with the two ex-

ceptions which we have noted, they were apparently always considerate and tactful in their dealings with the natives. An abstract of some of the scientific results of the expedition is given in an appendix. These consist of a partial list of the collection of specimens of the fauna and flora of the regions visited, made by Lieut. Von Hohnel, and containing, among many other new species, four of reptiles, fifteen of butterflies and sixty of beetles. He has also drawn an admirable map of his route, and given some excellent pictures of the natives and their various implements and ornaments. The hunting scenes are not of equal merit, and do not add to the value of the work, whose usefulness for reference is increased by a good index.

A Delicate Burden.

Washington Star.

The expressman had just picked up an elaborately packed article. Excelsior fluttered from between the slats and the admonition "Handle with care" was painted in big letters.
"I wonder what's in here?" he exclaimed. "Something that they're mighty particular about.

"Yes," replied a fellow workman, "Here it says 'fragile' and just under it 'breakable' and on the other side is the warnin' 'lift gently.' " "Something mighty precious, I'll bet. By jinks, I've got an idea. I know what it is."

chunk of armor plate. Gimme hand on it and fur the love of life don't jar it any more'n you kin help.'

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COPY OF STATEMENT OF THE CONDITION

## GERMAN INSURANCE COMPANY

On the 30th day of June, 1894. Located at No. 13 North Galens avenue, Freeport, Illinois. C. O. COLLMANN, President. WM. TREMBOR, Secretary. The amount of its capital is \$500,000
The amount of its capital paid up is \$200,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Bonds and stocks "wned by the company, bearing interest at the rate of - per cent., as 317,520.62 per schedule filed, market value. Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance ..... Debts for premiums—bills receivable..... 77,135.60

All other securities—accrued interest..... Total assets...... \$2,900,718.76 LIABILITIES. Losses adjusted and not due..... Losses in suspense, waiting for further proof. 13.425.00 All other claims against the company 21,156.18
Amount necessary to reinsure outstanding risks 1,870,931.32 The greatest amount in any one risk, \$5,000.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1894, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 23d day of July, 1894.

J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION OF THE UNITED STATES BRANCH OF THE

North British and Mercantile Insurance Co

OF LONDON AND EDINBURGH.

On the 30th day of June, 1894.

Its Principal Office in the United States is located at 54 William street, N. Y. H. E. BOWERS, Manager. THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons, and in bank..... Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value.

Debts otherwise secured—bilis receivable, \$4,071.82; due from other insurance companies, 2,388,160.00 All other securities—other assets..... Total assets ...... \$3,362,119.44 Losses adjusted and due..... Losses adjusted and not due..... Losses unadjusted.

Losses in suspense, waiting for fufther proof...... State of Indiana, Office of Auditor of State: I, the undersigned. Auditor of State of the State of Indiana, hereby certify that the above is a correct

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 25th day of July, 1894.

J. O. HENDERSON, Auditor of State. COPY OF STATEMENT OF THE CONDITION

copy of the statement of the condition of the above-mentioned company on the 3th day of June. 1894, as shown by the original statement, and that the said original statement is now on file in this office.

- OF THE -

### MUTUAL LIFE INSURANCE COMPANY

OF KENTUCKY. On the 30th day of June, 1894.

Located at northeast corner Fifth and Market streets, Louisville, Ky. CHAS. D. JACOB, President. WM. W. MORRIS, Secretary.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate, unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule 243,145.00 Loans on bonds and mortgages of real estate. worth double the amount for which the same is mortgaged, and free from any prior incumbrance 1,608,289,14 Debts otherwise secured..... 180,343,32 Debts for premiums..... All other securities Total assets..... \$2,342,016.37 LIABILITIES. Total liabilities...... \$2,030,417.00 The greatest amount in any one risk, \$20,000.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 31% day of June, 1894, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and a fix my official seal, this 25th day of July, 1894.

J. O. HENDERSON, Auditor of State.

### OF THE UNITED STATES BRANCH OF THE Prussian National Insurance Company

COPY OF STATEMENT OF THE CONDITION

On the 30th day of June, 1894.

Located at No. 315 Dearborn street, Chicago, Ill.

THEO. W. LETTON, General Manager, Home Office: Stettin, Germany.

State of Indiana, Office of Auditor of State:

THE ASSETS OF THE COMPANY IN THE U. S. ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed, a arket value.

Debts for premiums. \$43,461.24 605,790,00 Total assets...... \$763,509.22

Amount due to banks or other creditors..... 24,324.72 Losses in adjusted and not due

Losses in adjusted

Losses in suspense, waiting for further proof All other claims against the company Amount necessary to reinsure outstanding risks . . State of Indiana, Office of Auditor of State:

[SEAL.] In testimony whereof, I hereunto subscribe my name and a fix my official seal, this 24th day of J. O. HENDERSON, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

shown by the original statement, and that the said original statement is now on file in this office.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct

copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1894, as

- OF THE -

### NEW ENGLAND MUTUAL LIFE INS. CO

On the 30th day of June, 1894.

Located at Postoffice Square, Boston, Massachusetts. BENJAMIN F. STEVENS, President, S. F. TRULL, Secretary. The amount of its assets is ......\$23,226,285.10 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate unincumbered.

Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per Loans on bonds an mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance...... Debts otherwise secured-loans on collateral security..... Debts for premiums...... 1,104,176.19 All other securities—accrued interest and rents..... 251,342 05 LIABILITIES. Losses and endowment claims adjusted and due The greatest amount in any one risk, \$20,000.

State of Indiana. Office of Auditor of State: I the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company on the 30th day of June, 1894, as shown by the original statement, and that the said original statement is now on frie in this office. [SEAL.] In testimony whereof, I hereunto subscribe my us us and all all ur of Scial seal, this 2 ith day of July, 1894.

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